

BEFORE
THE PUBLIC SERVICE COMMISSION OF
SOUTH CAROLINA
DOCKET NO. 2020-249-T - ORDER NO. 2021-16
JANUARY 29, 2021

IN RE: Application of Carolina Moving Solutions,) ORDER APPROVING
 LLC to Amend Tariff (See Docket No. 2011-) TARIFF AMENDMENTS
 312-T))

I. INTRODUCTION

This matter comes before the Public Service Commission of South Carolina (“Commission”) on the Application of Carolina Moving Solutions, LLC (hereinafter referred to as “CMS” or the “Company”). By its Application, CMS seeks approval of an increase in: (1) hourly rates and charges and (2) rates and charges for accessorial services.

II. FACTS AND PROCEDURAL HISTORY

David Hopkins d/b/a Carolina Moving Solutions was granted authority to transport household goods statewide by Commission Order No. 2012-54, issued February 7, 2012, in Docket No. 2011-312-T. The Company applied for and was granted approval to amend its Certificate of Public Convenience and Necessity (“CPCN”) to read: “Carolina Moving Solutions, LLC.”¹ CMS currently operates under PSC/ORS Certificate No. 9790-A, issued July 30, 2013.

CMS filed its Application with the Commission on October 19, 2020. By letter dated October 30, 2020, the Clerk’s Office of the Commission instructed CMS to publish

¹ See Order No. 2013-495, Docket No. 2011-312-T.

the Notice of Filing (“Notice”) in newspapers of general circulation in the areas affected by the Application. Among other things, the Notice summarized the Company’s proposed changes and advised any person who desired to participate as a party of record to file a Petition to Intervene on or before December 7, 2020. The Company was required to publish the Notice on or before November 16, 2020 and provide proof of publication no later than December 7, 2020. Notice was timely published. CMS filed its Affidavit of Publication on November 12, 2020. Notice was published in *The Herald* on November 2, 2020. No person intervened as a party of record.

The South Carolina Office of Regulatory Staff (“ORS”), a party of record pursuant to S.C. Code Ann. § 58-41-10(B) (Supp. 2019), completed a review of the proposed tariff and filed its Impact Study with the Commission on January 8, 2021.

III. EVIDENCE OF RECORD

CMS has an approved tariff on file with the Commission. The Company’s current rates along with the proposed rates in its Revised Proposed Tariff filed on November 23, 2020 are as follows:

Description of Rate	Current Rate	Proposed Rate
Van & 2 Men (0 – 30 Miles)	\$80.00/hour	\$90.00/hour
Van & 3 Men (0 – 30 Miles)	\$100.00/hour	\$120.00/hour
Van & 4 Men (0 – 30 Miles)	\$120.00/hour	\$140.00/hour
Van & 5 Men (0 – 30 Miles)	---	\$170.00/hour
Item 105 – Laden Freezer	\$46.75/each	\$58.00/each
Item 106		
Front Load Washer	---	\$56.00/each
With carrier kit provided	\$45.00/each	---
Without kit	\$31.50/each	---
Front Load Dryer	---	\$39.00/each

Item 110 – Packing and Unpacking		
Dish Barrel	\$33.00/each	\$34.00/each
Carton 1.5 cu. ft.	\$7.75/each	\$8.75/each
Carton 3.0 cu. ft.	\$11.75/each	\$12.75/each
Carton 4.5 cu. ft.	\$14.50/each	\$15.50/each
Wardrobe Carton	\$16.00/each	\$17.00/each
Crib Mattress	\$8.00/each	\$11.00/each
Single Mattress	\$13.00/each	\$16.00/each
Double Mattress	\$14.75/each	\$18.50/each
King/Queen Mattress	\$23.50/each	\$29.00/each
Corrugated Mirror Carton	\$25.25/each	\$26.25/each
Custom Slat Crate	---	\$16.00 per cu. ft.
Custom Solid Crate	---	\$18.00 per cu. ft.
Item 130 – Labor Charges²	\$20.25/each	\$30.00/each

The Company would also like to amend the fuel cost price adjustment (surcharge) from \$10.00 per truck for shipments 30 miles or less to \$20.00 per truck per day. For line-haul transportation charges on shipments that are 31 miles or more, CMS proposes the following:

Surcharge for	Current Rate	Proposed Rate
31-120 miles will be . . . of the line-haul	4%	5%
121-200 miles will be . . . of the line-haul	5%	6%
221-380 miles will be . . . of the line-haul	6%	7%

Applicant's Proposed Tariff was filed on November 17, 2020. A Revised Proposed Tariff was filed with the Commission on November 23, 2020, to revise a clerical error on page 24. Note 2 was deleted. Applicant is requesting a three (3) hour minimum plus travel, year-round.

The ORS Impact Study revealed that CMS was in compliance with the Commission's rules and regulations at its compliance review on November 13, 2020.

² Covers all accessorial services for which no charges are otherwise provided in the tariff when such services are requested by shipper, per man, during normal hours.

Furthermore, ORS advises that CMS is currently in compliance with all filing and reporting requirements, and no consumer complaints have been filed against the Company within the past twelve months.

Lastly, from the comparison report completed by ORS of the tariff modifications proposed by CMS to the South Carolina Tariff Bureau's ("SCTB") rates, it appears that some of the rates are above the SCTB rates while others are below, where a comparison rate is available.

IV. LAW

The Commission is authorized to fix or approve just and reasonable motor vehicle carrier rates. S.C. Code Ann. § 58-23-1010 (2015) and S.C. Code Ann. Regs. 103-192 (2012). A motor vehicle carrier cannot begin operations until the Commission approves its rates, fares, and charges or any changes to its rates, fares, and charges. S.C. Code Ann. Regs. 103-130 (2012).

In addition to regulating just and reasonable rates, the Commission also prohibits rate discrimination. Undue preference is not permitted. S.C. Code Ann. Regs. 103-197 (2012). No motor carrier can give unreasonable preference, unjust discrimination, or undue or unreasonable prejudice or disadvantage to any "person, port, gateway, locality, or description of traffic." *Id.*

Similarly, motor carriers are prohibited from charging more or less than the rates specified in lawful tariffs, schedules, or by specific order of the Commission. S.C. Code Ann. Regs. 103-198 (2012). This principle is generally known as the filed-rate doctrine. Under this doctrine, a regulated entity is prohibited from charging rates for its services

other than those properly filed with the appropriate regulatory authority. 64 Am. Jur. 2d
Public Utilities § 62 (August 2020).³

The filed rate doctrine specifies that a filed tariff has the effect of law governing the relationship between the [regulated entity] and its customers, operates across the spectrum of regulated [entities], and applies where state law creates a state agency and a statutory scheme pursuant to which the state agency determines reasonable rates. The doctrine thereby ensures that the governing regulatory body determines the reasonableness of the utility's rates and prevents discrimination in prices among customers receiving the same service.

Id. “The filed-rate doctrine serves to provide predictability and certainty to enable [...] customers to make decisions according to the rates as approved and the cost of what they are receiving.” *Id.* It recognizes that the regulated entity has the freedom to set fair rates but serves to prevent customer discrimination. *Id.*

V. DISCUSSION

In the present case, Carolina Moving Solutions, LLC seeks approval of an increase in its: (1) hourly rates and charges and (2) rates and charges for accessorial services. The proposed increase in hourly rates shows rates within the range of rates of the South Carolina Tariff Bureau, with some proposed charges being lower and some higher. The rates are not discriminatory, and the tariff changes are reasonable. The Company is in compliance with all applicable Commission Rules and Regulations and has had no complaints lodged against it. Further, no person or party has stated opposition to approval of the amended tariff.

³ See also 5 S.C. Jur. *Carriers* § 15 (September 2020).

VI. FINDINGS OF FACT

1. Carolina Moving Solutions, LLC proposes approval of amendments to its tariff with regard to an increase in hourly rates and accessorial services. changes in certain terms and conditions in Section 3 of the Company's Tariff.

2. The amendments to the hourly rates are within a reasonable range as illustrated by the South Carolina Tariff Bureau, with some being lower and some being higher.

VII. CONCLUSIONS OF LAW

1. The amendments to the hourly rates and accessorial services are just and reasonable and non-discriminatory. S.C. Code Ann. § 58-23-1010 (2015) and S.C. Code Ann. Regs. 103-192 (2012).

2. The changes proposed by Carolina Moving Solutions, LLC should be approved by this Commission and the Revised Proposed Tariff, as filed by the Company, should be approved.

VIII. ORDERING PROVISIONS

IT IS THEREFORE ORDERED THAT:

1. The Application of Carolina Moving Solutions, LLC to amend its Tariff is granted.

2. The proposed amendments to the hourly rates and accessorial services are hereby approved, and the Revised Proposed Tariff is approved. A copy of the Revised Proposed Tariff is attached as Order Exhibit No. 1.

3. This Order shall remain in full force and effect until further Order of the Commission.

BY ORDER OF THE COMMISSION:



Justin T. Williams, Chairman
Public Service Commission of
South Carolina



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General Rules and Regulations

All sections of this tariff govern unless otherwise provided within individual sections. Except as otherwise provided herein, the rates named in this tariff include one pick-up and loading at point of origin and one delivery and unloading at point of destination.

Rule 1 GOVERNING PUBLICATIONS

Governed excepted as otherwise provided herein by:

Household Goods Mileage Guide No. 19, supplements hereto or subsequent reissues thereof. Any dispute as to mileage shall be referred to the South Carolina Public Service Commission for determination.

Rule 2 PROPERTY SUBJECT TO UNIFORM HOUSEHOLD GOODS BILL OF LADING

a) Unless otherwise provided, when property is transported subject to the provisions of this tariff or as amended, the acceptance and the use of the Uniform Bill of Lading as attached hereto and made a part hereof is required.

b) The rates shown herein are reduced rates conditions upon the use of the Uniform Household Goods Bill of Lading, and in lieu thereof to have the carrier transport and properly with carrier's liability limited only as provided by common law and by the laws of the United States and the several states insofar as they apply, but subject to the terms and conditions of the Uniform Household Goods Bill of Lading insofar as they apply, but subject to the terms and conditions are not inconsistent with such common carrier's liability: the rate charged therefore will be one hundred (100%) percent higher than the transportation rate contained in this tariff as would apply for such shipment if offered for transportation by a released value not exceeding sixty cents (.60) per pound per article. When the consignor elects not to accept any of the terms of such bill of lading he must give notice to the initial carrier of such election. The initial carrier must indicate the receipt or such notice by writing or stamping thereon a clause signed by the carrier reading "In consideration of the higher rate charges, the property herein described will be carried and the services to be rendered hereunder will be performed, with the carrier's liability limited only as provided by law, but subject to the terms and conditions of this Bill of lading insofar as they are not inconsistent with such common carriers liability"

Rule 3 DECLARATION OF VALUE

- a) Shippers are required to state specifically in writing, the agreed or declared value of the property.
- b) Valuations shall be declared in accordance with FMCSA released rates under MC-No 02, of January 29, 1993 and stated in cents of dollars and cents per pound per article.

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- c. If the shipper declines to declare the value or agree to a released value in writing, the shipment cannot be accepted.
- d. The agreed or declared value shall be deemed to relate to all services undertaken by the carrier for its agents and to each article separately and not to the shipment as a whole and such agreed and declared value must be entered on the Bill of Lading in the following form:

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY
STATE BY THE SHIPPER TO BE NOT EXCEEDING \$_____ PER POUNDS PER ARTICLE.
- e. Shipper may declare, on specific articles, valuations in excess of value declared on the shipment; and each such article must be described and its excess declared value set forth in space provided on Bill of Lading.
- f. Carrier may provide replacement cost coverage at an additional cost.

RULE 4 BASIS OF WEIGHT

- a. The tare weight of each vehicle used in the transportation of household goods shall be determined by having it weighed prior to the transportation of each shipment, without the crew thereon, by a certified weight master or on a certified scale and when so weighed the gasoline tank on each such vehicle shall be full and the vehicle shall contain all blankets, pads, chains, dollies hand trucks, and other equipment needed in the transportation of such shipment. Each carrier shall retain in the vehicle subject to inspection, a weigh master's certificate or weight tickets as each such vehicle showing the tare weight, a date weighed and a list of such equipment.
- b. After the vehicle has been loaded it shall be weighed, without the crew thereon, prior to delivery of the shipment and the net weight shall be determined by deducting the tare weight from the loaded weight, except that in instances where no adequate scale is located at origin or at any point within a radius of ten (10) miles thereof, a constructive weight, based on seven (7) pounds per cubic foot of properly loaded van space may be used. The gross weight, tare weight, and net weight or the constructive weight, shall be shown on the Bill of Lading and Freight.
- c. In the transportation of part loads this rule shall apply in all respects except that the gross weight of a vehicle containing one or more part subsequently loaded thereon and a part load for any one shipper, not exceeding one thousand (1,000) pounds, may be accompanied by a weight ticket evidencing such weighting.
- d. All tares, gross, actual or constructive weights, shall be properly certified to, by the person or persons who ascertain such weights

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RULE 5 EXPEDITED SERVICE

- a. Expedited Service as used herein means tendering delivery of shipments less than five thousand (5,000) pounds on or before a specific date.
- b. Subject to the availability of equipment for the particular service desired, shippers may obtain expedited service on a shipment of less than five (5,000) thousand pounds and transportation charges shall be computed on the basis of five thousand (5,000) pounds and tariff rates applicable to five thousand (5,000) pounds. The carrier shall not be required to provide exclusive use of vehicle under this paragraph. For exclusive use of vehicle refer to paragraph three (3) of this item.

Bill of Lading and freight Bill to be marked or stamped:

EXPEDITED SERVICE ORDERED BY SHIPPER
SHIPMENT MOVING AT WEIGHTPOUNDS
ACTUAL WEIGHTPOUNDS
DATE AND HOUR OF LOADINGDATE & TIME
DELIVERY (TENDER) ON OR BEFOREDATE

- c. Except in case of the fault of the shipper, in the event the shipment is not tendered for delivery on or before the delivery date, this item shall not apply. In such case, the charges for the shipment shall be subject to all other applicable rules and provisions of this tariff
- d. Subject to the availability of equipment for the particular service desired, a shipment, the displacement of which completely occupies the loading space of a single vehicle, or the peculiar character of which otherwise prevents its transportation with other Shipment on the same vehicle will be accepted at charges computed on the actual Weight subject on the same vehicle will be accepted at charges computed on the actual weight subject to a minimum weight based on seven (7) pounds per cubic foot of total vehicle space.

Bill of Lading and Freight Bill to be marked or stamped

COMPLETE OCCUPANCY OF SINGLE VEHICLE ORDERED BY SHIPPER
SHIPMENT MOVING AT A WEIGHT OF _____ POUNDS
ACTUAL WEIGHT _____ POUNDS

- e. Subject to the availability of equipment for the particular service required, a shipper may obtain the exclusive use of a single vehicle by accepting charges for the full capacity of such vehicle, such charges to be based on actual weight subject to a minimum weight based on seven (7) pounds per cubic foot of total vehicle space.

Bill of Lading and Freight Bill to be marked or stamped:

EXCLUSIVE USE OF A SINGLE VEHICLE ORDERED BY SHIPPER
SHIPMENT MOVING AT WEIGHT OF _____ POUNDS
ACTUAL WEIGHT _____ POUNDS

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- f. Subject to availability of equipment, shipper may reserve a portion of the capacity of a Vehicle by ordering a specific quantity of space, in units of one hundred (100) cubic feet. And accepting transportation charges based on actual weight of shipment subject to Minimum transportation charges as follows:

200 cubic feet or fewer.....1,400 pounds
 More than 300 cubic feet700 pounds per 100 cubic feet units ordered

Bill of Lading or Freight Bill to be marked or stamped:

SPACE RESERVATION.....CU.FT.ORDERED

- g. Expedited Service, Exclusive Use of Vehicle or Space Reservation for a portion of a vehicle, will be furnished by carrier only when shipper or his agent request such service In writing or signed Bill of Lading, indicating that such specific service was ordered.

Note: All shipments subject to weighing provisions as provided in Rule 4

Rule 6 EXTRA PICK-UP OR DELIVERY

Subject to Rule 7 portions of a shipment may be picked up at one or more places in route Between origin and destination. Charges will be for the total weight or entire shipment for total distance from farthest point origin to ultimate destination. The total charges for picked-up or delivered portions shall not in any case exceed the total charges as would apply if any computed to each portion as a separate shipment. A charge for each extra pick-up or delivery will apply. (See item 120 for application)

Rule 7 CONSOLIDATED SHIPMENTS

- a. Property of two or more families or establishments located at different addresses will not be accepted for transportation as a single shipment. Such property must be handled from each address as a separate shipment on a separate Bill of Lading
- b. The name of only one shipper and one consignee shall appear on one Bill of Lading but the Bill of Lading may also specify the name of a party to notice of the arrival of the shipment at destination.

Rule 8 LOADING AND UNLOADING

- a. Except as otherwise provided herein, If shipment is delivered to or picked-up at warehouse, the rates for transportation include only the unloading or loading at door platform, or other point convenient or accessible to the vehicle.

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Rule 9 VALUATION CHARGES (SUBJECT TO RULE 3)

VALUATION CHARGES provided for in this item, WILL APPLY UNLESS SHIPPER EXPRESSLY RELEASES THE SHIPMENT TO A VALUE NOT TO EXCEED SIXTY (60) CENTS PER POUND PER ARTICLE.

On shipments declared or deemed released to a value equal to or exceeding \$1.25 times the actual total weight (in pounds) of the shipment, the following valuation charges will apply.

- a. ON ALL SHIPMENTS WITH A RELEASE VALUE - For each \$100.00 or fraction thereof, of released value or declared value - .90 per \$100.00.
- b. ON ALL SHIPMENTS WITH REPLACEMENT COVERAGE - Rates available from individual carrier as stated in Rule 3.

Rule 10 MARKING AND PACKING

- a. Articles of fragile or breakable nature must be properly packed
- b. Packages containing fragile articles or articles consisting wholly or in part of glass when Packed by the shipper or his agent, must be marked by plain and distinct letters designating the fragile character or contents.
- c. When the articles of furniture, consisting wholly or in part of glass is covered or wrapped by the shipper or his agents, such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions.
- d. When articles are improperly packed, crated or boxed and by reason thereof the contents are more susceptible to damage carrier will arrange to have such articles properly packed at charges as shown in this tariff.

Rule 11 COMPLETE ARTICLE (DEFINED)

Each shipping piece or package and contents thereof shall constitute an article. The total Component parts of any article taken apart or knocked down for handling or loading in Vehicle shall constitute an article.

Rule 12 ARTICLES OF HIGH OR EXTRAORDINARY VALUE

Unless otherwise provided, the following property will not be accepted for Shipment: bank bills coins or currency, deeds notes, drafts or valuable papers of any kind, jewelry, postage stamps, stamp collections, revenue stamps redeemable trading stamps, leers or packets of leers, precious stones, or article of peculiarly inherent or extraordinary value; precious metals or article manufactured there from. Should such articles come into the possession of the carrier with or without his knowledge responsibility for safe delivery will not be assumed

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Rule 13 ARTICLES LIABLE TO CAUSE DAMAGE

1. Carrier will not accept for shipment property liable to impregnate or otherwise damage equipment or other property.
2. The carrier will not accept for shipment article, which cannot be taken from the premises without damage to the article or the premises.

Rule 14 INSPECTION OF ARTICLES

When carrier or his agent believes it is necessary that the contents or packages be inspected, he shall make or cause such inspection to be made or require other sufficient evidence to determine the actual character of the property.

Rule 15 HANDLING OF HEAVY ARTICLES

Except as otherwise specifically provided in this tariff, or as amended, the services covered by this tariff do not include the handling, loading or unloading of any single article weighing Six hundred (600) pounds or more except pianos. The extra handling loading or unloading in every instance must be provided by the shipper or if the carrier has additional personnel and equipment available, such extra services upon such articles must be securely braced and blocked, and when such bracing or blocking require material not forming part of the regular equipment of the vehicle, or extra labor such material must be furnished by the shipper. (Subject to Item 100).

Rule 16 SHIPMENTS ON TOUR

One or more articles making up a shipment intended for the use of display at various points or places when shipments require the exclusive use of a vehicle to transport such property and which requires the carrier to allow for delay necessary for shipper to use or display the property before reloading and moving to next point or place scheduled for such use. If display shall constitute a combination of charges between each stopping point at the rates as would ordinarily apply on a completed shipment between such points. If display, shall constitute a combination of charges between each stopping point, the rates that would ordinarily apply on a completed shipment between such points shall be used.

Rule 17 CLAIMS

Section 1

- a. Any claim for loss, damage or overcharge shall be in writing and filed with the carrier within ninety (90) days after delivery. As a condition precedent to any claim adjustment or payment, said claim shall be accompanied by the original paid Bill if not previously surrendered to the carrier. Carrier may require certified or sworn statement of claim.
- b. Carrier shall be immediately notified for all claims for concealed and/or external damage and shall be given reasonable opportunity to inspect alleged external damage or concealed damage in the original package. It is upon the carrier or the

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designated agent of the carrier to inspect any and all reported damage and to provide for repairs or compensation based on the level of liability selected. If damage is allied to have occurred to the shippers dwelling or surrounding, for example but not limited to, damage to walls floors, steps, ceilings, rails, doors, driveway, lawn, fence, patio or garage. If such damage is determined to be transit related it is the carrier's obligation to repair or restore to original condition or to otherwise make whole by compensation. Transit related damage occurring on a shipper's dwelling or surrounding area is not covered by the Shipper's Declaration of Value. Any claim for property loss and/or damage must be reported within 48 hours of delivery/loading.

- c. The carrier's liability shall not exceed the cost of repairing or replacing the lost or damaged property with material of like kind and quality. It shall also not exceed the actual cash value of the property at the time and place of loss, but in no event to exceed the released value as determined under Rule 9. Replacement or repairing will be determined by the lesser of the two amounts.
- d. The carrier shall not be liable for loss or damage occurring after the property has been delivered to or receipted for, by the consignee or shipper or authorized agent of either. When the carrier is directed to unload or to deliver the property (or render any services) at a place at which the consignee or its agent is not present the property shall be at risk of the owner after unloading or delivery/
- e. Where the carrier is directed to load property from (or render any service at) a place or places at which the consignor or its agent is not present the property shall be at risk of the owner before loading.
- f. The carrier's liability with regards to sets and matched pieces shall be limited to repair or depreciated replacement of the lost or damaged piece or pieces only and shall not extend to repair, replacement or recovering of the entire set, but in no event to exceed the released value as determined under Rule 9.

Section 2

- a. Any carrier or party liable on account of loss or damage to any said property shall have the full benefit of any insurance that may have been affected upon or account of said property so far as this shall not avoid the policies or contracts of insurance provided that the carrier reimburse the claimant for the premium paid thereon. Any claim for property loss and/or damaged shall be filed in writing within 2 business days after delivery.

Rule 18 **PAYMENTS**

- a. The carrier will not deliver or relinquish possessions of any property transported by it until tariff rates and charges thereon have been paid in cash, money order or certified check except where other satisfactory arrangements have been made between the carrier and the consignor or consignee.

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- b. Nothing herein shall limit the right of the carrier to require, at time of or before, shipment, the prepayment in part or full or guarantee of the charges.
- c. The free credit period shall extend seven (7) days, excluding Saturdays, Sundays, and legal holidays, in case of dispute as to the time of mailing, the postmark shall be accepted as showing such items.
- d. When carrier's bill has not been paid within the free credit period, credit shall automatically be extended to a total of thirty (30) calendar days, which shall include the free credit period, and shipper will be assessed a service charge by the carrier equal to one and a half percent of the amount of the carrier's bill subject to a \$17.65 minimum charge to such extension of the credit.
- e. Carrier's bill will state separately, the total charges due during both the free credit period and the extended credit period.

Rule 19 DISPOSITION OF FRACTIONS

Unless otherwise provided, to be disposed of fractions in computing a charge, rates rounded to the nearest nickel.

Rule 20 HOURLY RATES

Charges based on time shall be computed by multiplying the hourly rate by the time involved. Fractions of an hour will be supposed of as follows: Where the time involved is less than fifteen (15) minutes the charge shall be for one quarter of an hour. When in excess of fifteen (15) minutes but not more than thirty (30) minutes, charge for one-half hour. When in excess of thirty (30) minutes but not more than forty-five (45) minutes, charge for three-quarters of an hour. When in excess of forty five (45) minutes, charge for one hour.

Rule 21 COMPUTING CHARGES

Unless otherwise provided herein where rates are stated in amounts per hundred pounds charges shall be computed by multiplying the total weight involved by the rates shown for a hundred pounds.

Rule 22 ALTERNATE CHARGES

The total transportation charge on any shipment shall not exceed the charge as would apply on the same shipment under the next greater unit of weight at rate applicable to such next greater unit of weight.

To illustrate A shipment weighing (use lowest weight in next higher bracket):

1,750 pounds distance 100 miles rate \$43.40, \$759.50
2,000 pounds distance 100 miles rate \$35.95, \$719.00

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Rule 23 MINIMUM CHARGE

Except as may be otherwise specifically provided for in this tariff or as amended, a shipment weighing less than one thousand (1,000) pounds shall be accepted only at a weight of one thousand (1,000) pounds and at the applicable rate shown for one thousand (1,000) pounds.

Rule 24 REISSUED ITEMS OR PAGES

Reference made herein to items or pages in this tariff include reference to reissue of such items or pages. Reference to other tariffs shall include reissues or amendments thereto.

Rule 25 RE-WEIGHING AND NOTIFICATION OF CHARGE EXPENSE

The carrier, upon request of shipper, may prior to the delivery and when practical to do so, re-weigh the shipment. The charge for re-weighing, if applicable, shall be \$57.45. If the net re-weigh is at least one hundred twenty (120) pounds less than the initial net weight, the re-weigh shall be used for determining applicable rates and charges and the re-weigh charge will not apply.

Rule 26 SERVICING SPECIAL ARTICLES

The transportation rates in this tariff do not include servicing or de-servicing articles or appliances such as refrigerators deep freezers cabinets, non-front loading washing machines. Non plasma television sets, air conditioners, and the like, which if not properly serviced, may be damages in, or incident to, transit nor is liability assumed for any such damage unless said articles or appliances are serviced and de-serviced as provided in (a) or (b) below.

- a. Upon request of shipper, owner or consignee of the goods, carrier will subject to (b) below service such articles and appliances at origin for the additional charge of \$20.40 per first unit; service and/or de-service each additional unit at a charge of \$13.55; and will de-service such articles and appliances at destination for the additional charge of \$13.55 per unit. Such servicing and de-servicing does not include removal or installation of articles secured to the premises or plumbing or electrical or carpentry services necessary to disconnect, remove, connect and install such articles and appliances.
- b. If carrier does not possess the qualified personnel to properly service and de-service articles or appliances, carrier will upon request of shipper, owner or consignee and as agent for them, engage third persons to perform the servicing and de-servicing. When third persons are engaged by the carrier to perform any service the carrier will not assume responsibility for their activities or conduct, amount of their charges, not the quality or quantity of service furnished.
- c. All charges of the third persons must be paid by the shipper, and are in addition to all other charges in this tariff. Such charges will be advanced by the carrier, and billed as an advanced charge.

CMST #2 August 14, 2020

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RULE 27 **IMPRACTICAL PICK-UP OR DELIVERY AND AUXILIARY SERVICES**

- a. It is the responsibility of the shipper to make shipment accessible to carrier or accept delivery from carrier at a point in which the road haul vehicle may be safely operated.
- b. When it is physically impossible for carrier to perform pick-up or shipment at origin address or to complete delivery of shipment at destination address with normally assigned road haul equipment, due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, or overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier shall hold itself available at the point of pick-up or tender delivery at destination at the nearest point of approach to the desired location where the road haul equipment can be made safely accessible.
- c. Upon request of the shipper, consignee or owner of the goods, the carrier will use or engage smaller equipment than its normal road haul or provide extra labor for the purpose, if possible of accomplishment, or transferring the shipment between the residence and the nearest point of approach by the carrier's road haul equipment. Charges for this auxiliary service to cover labor and additional vehicle (if used) will be as provided in item 130, 135, 150 and shall be in addition to all other transportation or accessorial charges.
- d. If the shipper does not accept the shipment at nearest point of safe approach by carrier's road haul equipment to the destination address, the carrier may place the shipment, or any part thereof not reasonably possible for delivery, in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse, subject to a lien for all lawful charges. The liability on the part of the carrier will cease when the shipment shall be considered as having been delivered.
- e. Transportation charges to cover the movement of shipment or part thereof from point which it was originally tendered to warehouse location shall be computed on a basis of weight of shipment of that part stored in warehouse, subject to applicable rate as provided in tariff from point at which it was originally tendered. All accrued charges on the shipment or any part thereof shall be due and payable upon delivery of same, to the warehouse. Any subsequent movement from the warehouse shall constitute a new shipment.

RULE 28 **HOISTING OR LOWERING**

Hoisting or lowering service will be performed only at points where carrier possesses necessary equipment and experienced personnel to perform such service. Otherwise, upon request of shipper, consignee, or owner will endeavor to arrange for qualified service, if available, at the expense of the shipper, consignee or owner of the goods. In such instances, the carrier will not be responsible for damage to shipment or property.

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RULE 29**RIGGING SERVICE**

When, because of the size or nature of the lading, it is necessary to utilize the services of a rigger, such service must be provided by the shipper, consignee or owner of the goods. If requested by shipper, consignee or owner, carrier will, as agent for them and at their expense, arrange for such rigging service, if available, but carrier assumes no responsibility for the activities or conduct of third persons, amount of their charges nor the quality or quantity of service furnished.

RULE 30**COMMODITY DESCRIPTION**

The classification of property to which rates, rules, and regulations apply to that class of property designated by the Interstate Commerce Commission in Ex Part No. MC-19 as a commodity under the following description:

HOUSEHOLD GOODS: This group includes personal effects and property used or to be used in a dwelling and similar property if the transportation of such effects or property is:

- Arranged and paid for by the householder including transportation of property from a factory, or store when the property is purchased by the householder with intent to use in his or her dwelling, or
- Arranged and paid for by another party.

All property transported under the commodity description as set forth above shall be subject to the minimum weights, rates, and charges, as set forth in this tariff, or as amended.

RULE 31**LIMITATION OF LIABILITY ON READY TO ASSEMBLE FURNITURE**

(Made from press board, particle board, engineered wood or ready to assemble)

- a. Ready to assemble furniture is defined as meaning furniture manufactured from pressboard, particle board, engineered wood or similar materials which is shipped from the manufacturer in the knocked down "KD" or knocked down flat "KDF" condition to be assembled by the retail store, reseller or end user. Most is not designed with the extra wood structural pieces to adequately brace the unit for movement out of or into a residence, nor the normal truck vibration, even in air ride trailers. It is not constructed to withstand the normal stress of move as an assembled unit. Assembly instructions frequently suggest that the connecting hardware pieces be glued in place. This does not significantly improve the structural integrity of the pieces, but does make disassembly impossible without creating substantial, un-repairable damage.
- b. When a shipper elects to ship an article as defined above, and notwithstanding the language contained in the 'Notice' below, in no case shall the liability of the carrier exceed thirty cents (\$0.30) per pound per article or fifty dollars (\$50.00) per article whichever is greater.
- c. Prior to the movement of a shipment of household goods/office furniture, the carrier shall give the shipper a notice containing the language outlined below and receive the original signed copy back.

NOTICE

**LIMITATION OF LIABILITY ON
PRESSBOARD, PARTICLE BOARD and/or
ENGINEERED WOOD FURNITURE**

Furniture manufactured from pressboard, particle board and/or engineered wood is designed to go into a box from the manufacturer to the retailer and then to the end user unassembled. It is not construed to withstand the normal stress of a move as an assembled unit. Most is not designed with the extra wood structural pieces to adequately brace the unit for movement out of or into a residence, nor the normal truck vibration even in air-ride trailers. Usually chips or dents are not repairable. Surface impressions can be made on the furniture when writing on a single piece of paper. Assembly instructions frequently suggest that the connecting hardware pieces be glued in place. This does not significantly improve the structural integrity of the pieces, but does make disassembly impossible without creating substantial, un-repairable damage.

OPTION 1 - I/we choose to disassemble all pressboard, particle board and/or engineered wood furniture prior to the move. I/we assume all responsibility for damage to the pressboard, particle board and/or engineered wood furniture, which may occur during the disassembly of the furniture.

OPTION 2 - I/we have engaged the services of another individual or company to Disassemble all pressboard, particle board and/or engineered wood furniture prior to The move. I/we assume all responsibility for damage, which may occur to the Pressboard, particle board and/or engineered wood furniture during the disassembly of The unit(s).

OPTION 3 - I/we am/are tendering furniture constructed of pressboard, particle board and/or engineered wood furniture fully assembled as part of our move. I/we Understand that any claim for damage to the pressboard, particle board and/or Engineered wood furniture any be denied due to inherent vice, based upon the fact That fully assembled pressboard, particle board and/or engineered wood furniture is inherently susceptible to damage as outlined above.

Shipper, owner or consignee must select Option 1, 2 or 3

Shipper, owner or consignee

Date

Carolina Moving Solutions Tariff
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RATES AND CHARGES FOR ACCESSORIAL SERVICES

ITEM NO.	SERVICE	PER	RATES
100	<u>BULKY ARTICLES LOADING AND UNLOADING CHARGES AND WEIGHT ADDITIVES:</u> When a shipment includes bulky articles as named below, the following additional loading and unloading charge or weight additive will apply:		
	<u>LOADING AND UNLOADING CHARGES</u> include BOTH loading and unloading services and the handling and blocking of such articles and applies each time loading and unloading service is required – except for carrier's convenience,		
	<u>AUTOMOBILES, TRUCKS, OR VANS</u> include dune buggies, all terrain and specialty motor vehicles, which for the purpose of this item shall be classified as an automobile,	EACH	\$112.50
	<u>MOTORCYCLES</u> of 250cc and over.	EACH	\$70.50
	<u>BOATS, CANOES, SKIFFS, LIGHT ROWBOATS, KAYAKS, SAILBOATS, AND BOAT TRAILERS</u> (See weight additives below)	EACH	
	<u>FARM EQUIPMENT/IMPLEMENTS IN EXCESS OF 100 CU. FT.</u>	EACH	\$175.75
	<u>TRACTORS AND RIDING MOWERS</u> of 24 horsepower and over.	EACH	\$84.25
	<u>TRACTORS AND RIDING MOWERS</u> of less than 24 horsepower.	EACH	\$56.25
	<u>SNOWMOBILES OR RIDING GOLF CARTS</u>	EACH	\$56.25
	<u>TRAILERS</u> including utility and pop-up trailers -- except farm trailers in excess of 100 cu.ft., boat trailers and travel camper trailers/mini-mobile homes (See weight additives below)	EACH	\$63.25
	<u>CAMPERS, UNMOUNTED ON TRUCKS,</u> designed for carriage on pick-up trucks -- except travel camper trailers/mini-mobile homes (See weight additives below)	EACH	\$163.75
	<u>CAMPERS MOUNTED ON PICK-UP TRUCKS,</u> apply above charge for trucks- Except travel camper trailers/mini-mobile homes (see weight additives below)		
	<u>PLAYHOUSES, TOOL SHEDS, UTILITY SHEDS</u> in excess of 100 cu.ft. (transported set up, not dismantled)	EACH	\$105.25
	<u>BATH OR HOT TUBS, SPAS, WHIRLPOOL BATHS, JACUZZIS</u> in excess of 100 cu.ft. (transported set up, not dismantled)	EACH	\$105.25

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100	SERVICE	PER	RATES
	<u>SATELLITE TELEVISION/RADIO RECEIVING DISC/DISHES, INCLUDING MOUNTS, STANDS, AND ACCESSORIAL EQUIPMENT:</u> DISC/DISH OUTSIDE DIAMETER 4 feet or less 4 feet to 8 feet 8 feet to 12 feet Over 12 feet	EACH EACH EACH EACH	\$56.25 \$84.50 \$126.50 \$196.75
	<u>GRANDFATHER CLOCKS</u> under 5 feet tall (transported set-up, not dismantled)	EACH	\$28.25
	<u>GRANDFATHER CLOCKS</u> over 5 feet tall (transported set-up, not dismantled)	EACH	\$49.25
	<u>WIDESCREEN TV</u> over 40" diagonally	Each	\$79.50

WEIGHT ADDITIVES:

When shipment includes travel camper trailers/mini-mobile homes (other than utility and pop-up trailers), airplanes, boat, tight rowboat, kayak, canoe, glider (except hang glider), skiff, sailboat and/or boat trailer, the transportation charges will be based on the net scale weight of the shipment, plus a weight additive calculated in accordance with the table below.

AIRPLANES OR GLIDERS (EXCEPT HANG GLIDERS)	120 POUNDS PER LINEAR FOOT OF TOTAL LENGTH OF THE FUSELAGE
CANOES, SKIFFS, LIGHT ROWBOATS, AND KAYAKS 14 FEET AND OVER IN LENGTH	30 POUNDS PER LINEAR FOOT OF TOTAL LENGTH
BOAT TRAILERS ANY LENGTH	75 POUNDS PER LINEAR FOOT OF TOTAL LENGTH
SAILBOATS 14 FEET AND OVER IN LENGTH	125 POUNDS PER LINEAR FOOT OF TOTAL LENGTH
TRAVEL CAMPER TRAILERS/MINI-MOBILE HOMES (OTHER THAN UTILITY AND POP-UP TRAILERS)	300 POUNDS PER LINEAR FOOT OF TOTAL LENGTH

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- A. This weight additive WILL NOT APPLY to boats, canoes, skiffs, light rowboats, kayaks, or sailboats of less than fourteen (14) feet in length, nor on dinghies or sculls of any size.
- B. When shipment contains two (2) or more articles subject to the weight additive, the total weight additives for that shipment will be the sum of the individual additives for each bulky article calculated separately.
- C. In determining the length for the purpose of this item, all fractions of foot will be disregarded.
- D. The length of the boats, canoes, skiffs, light rowboats, kayaks, or sailboats shall be determined by the straight center line distance between the top center point of the transom and a point perpendicular with the foremost part of the bow. Manufacturers "length overall" or center line length shall apply as the correct length for the purposes of this item in lieu of physical measurements by carrier.
- E. The length of the boat trailers shall be the straight center line distance from a point of equal to the rearmost part of the trailer to foremost part of the trailer tongue. Manufacturers "length overall" shall apply as the correct length for the purpose of this item in lieu of physical measurement by the carrier.
- F. The bulky article charge of the weight additive WILL APPLY for the following items, tendered either whole or in disassembled or partially disassembled condition: automobiles, trucks, vans, dune buggies, all terrain and specialty motor vehicles, motorcycles, boats, canoes, skiffs, sailboats, boat trailers, tractors, riding mowers, snowmobiles, riding golf carts, trailers, campers, airplanes and gliders.
- G. To determine the cubic feet of an article, measure the greatest height, width and depth.

Fractions of a foot will be disposed of as follows:

6 inches or more will be increased to a foot.

Less than 6 inches will be dropped.

EXAMPLE: Articles greatest measurements are 9 feet 2 inches by 3 feet 7 inches by 5 feet 9 inches.
Multiply 9 feet times 4 feet, times 6 feet = 216 cubic feet.

EXAMPLE: This item WILL NOT APPLY when shipper orders Exclusive Use of Vehicle under Rule 5 or to Shipments on Tour under Rule 16.

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RATES AND CHARGES FOR ACCESSORIAL SERVICES

ITEM NO.	SERVICE	PER	RATES
105	<u>LADEN FREEZER</u> Handling charge for food occupied freezers of any size. (Charges are in addition to flight carry charges.)	FLAT CHARGE	\$58.00
106	<u>FRONT LOAD WASHER</u> With carrier provided kit Without kit	Each Each	\$56.00 \$39.00
110	<u>PACKING AND UNPACKING</u> Rates include packing, the use of packing containers and materials from origin to destination and unpacking. Rates do not include unpacking when: <ol style="list-style-type: none"> 1. Shipper elects not to have unpacking performed and elects to retain the containers and specifically direct carrier or its agent not to perform unpacking. 2. Shipper elects not to have unpacking performed at time of delivery and specifically so directs the carrier its agent. 		
	<u>DISH BARRELS</u> Barrel, drum or specially designed fiber container (for use in lieu of barrel or drum) not less than 5 cu. Ft. capacity.	Each	\$34.00
	<u>CARTONS</u>		
	1 ½ cu. ft. (not less than 200 lb test)	Each	\$8.75
	3.0 cu. ft. (not less than 200 lb test)	Each	\$12.75
	4 ½ cu.ft (not less than 200 lb test)	Each	\$15.50
	6 cu. ft. (not less than 200 lb test)	Each	\$16.25
	6 ½ cu. ft. (not less than 200 lb test) NOTE: When cartons of more than 1 ½ capacity are used, and rate is not shown for the size carton used, charges shall be based on the rate for the next lower Size carton shown. Length width and depth by cubical content must be shown on all cartons.	Each	\$18.50
	<u>WARDROBE CARTON</u> (not less than 10 cu. ft.)	Each	\$17.00

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ITEM NO.	SERVICE	PER	RATES
110	MATTRESSES		
	CRIB MATTRESS	EACH	\$11.00
	SINGLE MATTRESS (NOT EXCEEDING 39"X75")	EACH	\$16.00
	DOUBLE MATTRESS (NOT EXCEEDING 54" X 75")	EACH	\$18.50
	KING/QUEEN MATTRESS (NOT EXCEEDING 54" X 75")	EACH	\$29.00
	KING SINGLE (39" X 90")	EACH	\$16.00
	<u>CORRUGATED MIRROR CARTONS</u> (Specialty designed or constructed for mirrors, paintings, glass or marble tops and similar fragile articles)	EACH	\$26.25
	<u>CORRUGATED GRANDFATHER CLOCK CARTON</u>	EACH	\$28.75
	<u>CORRUGATED CARTONS</u> (Double or Tri-Wall thick cartons)		
	4 cu. Ft. but less than 7 cu. ft.	EACH	\$21.75
	Over 4 cu. ft. but less than 7 cu. ft.	EACH	\$28.75
	Over 7 cu. Ft. but less than 14 cu. ft.	EACH	\$34.25
	<u>CRATES</u> (Other than corrugated, specialty constructed for mirrors, paintings, glass or marble tops and similar fragile articles.)		
	CUBIC FOOT OF CONTAINER	EACH	\$18.00
	SOLID SIDE CRATES	Additional	\$2.00 per cu.ft.
	MINIMUM SOLID CRATE	EACH	\$67.50
	MINIMUM CHARGE PER CRATE	EACH	\$49.50
116	<u>PLASMA TV UNDER 55"</u>	EACH	\$135.00
120	<u>EXTRA PICK-UP OR DELIVERY</u> Each stop necessary for making additional pick-ups or deliveries after first stop at point of origin and/or point of destination. NOTE: This charge shall apply to spots made en-route between origin and destination.	EACH	\$53.00

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ITEM NO.	SERVICE	PER	RATE
130	<u>LABOR CHARGES</u> Covers all accessorial services for which no charges are otherwise provided in the tariff when such services are requested by shipper, per man, during normal hours.	MAN HOUR	\$30.00
135	<u>OVERTIME LABOR CHARGES</u> Accessorial services for which no charges are otherwise provided in the Tariff when such services are requested by the shipper and during the Hours and on the days listed below, per man: <ul style="list-style-type: none"> a. Between 5 p.m. and 8 a.m. weekdays. b. During any hour Saturday and Sunday c. During any hour on the following holidays. New Years Day 4th of July Labor Day Thanksgiving 	MAN HOUR	\$30.50
140	<u>PIANO OR ORGAN CARRY CHARGES</u> Handling charge for (charges are in addition to the flight charge):		
	Piano or organs less than 400 pounds and less than 38 inches high	FLAT CHARGE	\$36.75
	Piano or organ in excess of 400 pounds and more than 38 inches high	FLAT CHARGE	\$73.50
	Grand or Baby Grand Piano	FLAT CHARGE	\$115.50
	Pool Table or Other Game Table	FLAT CHARGE	\$100.00
	<u>FLIGHT CHARGE</u> NOTE: The steps from one floor or story to the next floor or story will be considered one flight. If an elevator is employed, it will be considered one flight to any floor. Flight carry charge applies each time a service is rendered. Handling charge applies once per shipment for each piano or organ.	1st FLIGHT	\$28.50
	<u>EACH ADDITIONAL FLIGHT</u>	PER FLIGHT	\$13.00

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ITEM NO.	SERVICE	PER	RATES
150	<p><u>WAITING TIME</u> Loading and unloading will be done between the hours of 8 a.m. and 5 p.m. unless otherwise provided by agreement.</p> <p>NOTE: Waiting time charges in this item apply to carrier's vehicle <u>ONLY</u>. Waiting time for personnel will be subject to the hourly charge contained in Item 130 or 135 for delay not the fault of the carrier, as follows:</p> <ol style="list-style-type: none"> Where the shipment is moving within the State of South Carolina, the carrier will not charge for waiting time until one hour has passed (1 hour free time). Shipment on Tour, defined in Rule 16, charge will be for waiting time only as it exceeds 24 hours after unloading. 	VEHICLE HOUR	\$42.75
155	<p><u>AUXILIARY SERVICE</u> Necessary for pick-up or delivery EXCEPT as provided in Item 150 (applied only in connection with Rule 28 for all auxiliary pick-up or delivery services by the shipper)</p> <p>PER ADDITIONAL VEHICLE LABOR CHARGES (for rates to apply, see Item 130 & 135)</p>	VEHICLE HOUR	\$42.75
160	<p><u>OVERTIME LOADING AND UNLOADING</u></p> <p>An additional charge for each overtime loading and for each overtime Unloading will be:</p> <p>NOTE 1: Charge will be based on actual weight subject to a one thousand(1000) Minimum.</p> <p>NOTE 2: Overtime will be considered any time during hours and on the days Listed below:</p> <ol style="list-style-type: none"> Between 5 p.m. and 8 a.m. weekdays During any hour Saturday and Sunday During any hour on the following holidays New Year's Day 4th of July Labor Day Thanksgiving <p>NOTE 3: Bill of Lading and Freight Bill will be marked or stamped as follows: Loading requested or required after regular hours or days. Unloading requested or required after Regular hours or days.</p> <p>NOTE 4: This Item will not apply when Rule 16 is employed as basis for Computing for Shipments on Tour</p>	CWT	\$2.50

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ITEM NO.	SERVICE	PER	RATES
170	<p><u>ELEVATOR OR STAIR CARRY CHARGE</u> (Involved in pick-up or delivery)</p> <p>Note: One flight shall mean from one complete floor to above floor.</p>		
	<p><u>ELEVATORS</u> (Except for single family dwellings): Where pick-up or delivery involved use of adequate elevator service up or down one or more flights, a charge will be assessed.</p> <p>ONE OR MORE FLIGHTS AT ORIGIN ONE OR MORE FLIGHTS AT DESTINATION</p>	CWT CWT	\$1.75 \$1.75
	<p><u>STAIRS</u> (Except for single family dwellings): Where pick-up or delivery involved carriage up or down one or more flights of stairs, a charge will be assessed.</p> <p>PER FLIGHT AT ORIGIN PER FLIGHT AT DESTINATION</p>	CWT CWT	\$1.25 \$1.25
180	<p><u>LONG CARRY:</u> For excessive distances where pick-up or delivery involves one or more extra carry, a charge will be assessed.</p> <p>PER EACH EXTRA CARRY AT ORIGIN PER EACH EXTRA CARRY AT DESTINATION</p> <p>Note: An extra carry means each carriage of 50 ft. or fraction thereof after the first 75 ft (not including or stairs distance for which charges herein apply). Between vehicle and:</p> <ol style="list-style-type: none"> The entrance door of a detached single family dwelling. The applicable individual apartment or office entrance door within multiple occupancy building. The excessive distance carry charge will be based on the actual weight of the shipment 	CWT CWT	\$1.25 \$1.25

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Item 190

Fuel Cost Price Adjustment (Surcharge)

The fuel surcharge to be charged on shipments 30 miles or less will be a flat ~~\$10~~ ^{\$20.00} per truck per day

The following percentage Fuel-Related Cost Price Adjustment (Surcharge) will apply on line-haul

Transportation charges on shipments that are 31 miles and more.

1. The surcharge for 31-120 miles will be 5% of the line-haul.
2. The Surcharge for 121-220 miles will be 6% of the line-haul.
3. The Surcharge for 221-380 miles will be 7% of the line-haul.

For example, if the line-haul transportation charge is \$1080.00 for a shipment to be Delivered 145 miles away using 6%, the surcharge would be \$64.80.

	Rates Per Hour Services
	within Mileage 1-30
	Household Goods
Category	Rate Per Hour
Van/Truck 2 Men	\$90.00
Each Man	\$30.00 Per Hour
Additional Truck	\$40 Per Hour
Note A	One Hour Travel Will Apply
	<50 Miles From the Office
	To Origin
Note B	A Three Hour Working
	Minimum on all Locals
Note C	Two Hour Travel will Apply
	>51 miles from the office to
	Origin
	Short Cut
	Van and 2= \$90 per Hour
	Van and 3= \$120 per Hour
	Van and 4= \$150 per Hour
	Van and 5= \$180 per Hour

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TRANSPORTATION RATE SCHEDULE

Rates are in dollars and cents per one hundred (100) pounds applied to actual weight (subject to minimum weight as provided in applicable rules), on shipments when released to a value not exceeding sixty (\$0.60) cents per pound per article. This includes loading and unloading as well as, the actual transportation of property from origin to destination, but does not include ADDITIONAL CHARGES.

Whereby use of the next higher group would result in lower charges, the lowest charges would apply.

FOR ANY SHIPMENTS GOING 0-30 MILES REFER TO ITEM 300

MILES	1,000 lbs to 1,999 lbs Incl.	BREAK POINT	2,000lbs to 3,999lbs Incl.	BREAK POINT	4,000 lbs to 7,999lbs Incl.	BREAK POINT	8,000lbs to 11,999lbs Incl.	BREAK POINT	12,000lbs and over
31-40	\$39.42	1663	\$32.77	3420	\$28.02	6237	\$21.85	10174	\$18.52
41-50	\$41.32	1655	\$34.20	3333	\$28.50	6267	\$22.32	10213	\$19.00
51-60	\$42.75	1644	\$35.15	3405	\$29.92	6222	\$23.27	10286	\$19.95
61-70	\$45.12	1621	\$36.57	3325	\$30.40	6375	\$24.22	10118	\$20.42
71-80	\$45.60	1667	\$38.00	3300	\$31.35	6424	\$25.17	10189	\$21.37
81-90	\$46.07	1670	\$38.47	3358	\$32.30	6471	\$26.12	10255	\$22.32
91-100	\$48.45	1647	\$39.90	3286	\$32.77	6609	\$27.07	10316	\$23.27
101-110	\$49.40	1673	\$41.32	3264	\$33.72	6648	\$28.02	10169	\$23.75
111-120	\$50.35	1679	\$42.27	3236	\$34.20	6667	\$28.50	10200	\$24.22
121-130	\$52.72	1658	\$43.70	3217	\$35.15	6703	\$29.45	10258	\$25.17
131-140	\$53.67	1681	\$45.12	3116	\$35.15	6811	\$29.92	10286	\$25.65
141-150	\$55.10	1672	\$46.07	3134	\$36.10	6737	\$30.40	10313	\$26.12
151-160	\$57.00	1667	\$47.50	3120	\$37.05	6769	\$31.35	10182	\$26.60
161-170	\$57.47	1686	\$48.45	3059	\$37.05	6874	\$32.30	10235	\$27.55
171-180	\$59.37	1648	\$48.92	3146	\$38.47	6914	\$33.25	10114	\$28.02
181-190	\$61.27	1628	\$49.87	3200	\$39.90	6762	\$33.742	10141	\$28.50
191-200	\$62.70	1606	\$50.35	3208	\$40.37	6776	\$34.20	10333	\$29.45
201-220	\$65.07	1591	\$51.77	3193	\$41.32	6805	\$35.15	10216	\$29.92
221-240	\$66.50	1600	\$53.20	3179	\$42.27	6821	\$36.57	10130	\$30.87

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241-260	\$66.97	1645	\$55.10	3138	\$43.22	6857	\$37.05	10308	\$31.82
261-280	\$68.40	1681	\$57.47	3074	\$44.17	6968	\$38.47	10222	\$32.77
281-300	\$69.82	1646	\$57.47	3140	\$45.12	6989	\$39.42	10265	\$33.72
301-320	\$71.25	1653	\$58.90	3194	\$47.02	7030	\$41.32	10207	\$35.15
321-340	\$72.87	1673	\$60.80	3125	\$47.50	7040	\$41.80	10227	\$35.62
341-360	\$74.57	1656	\$61.75	3169	\$49.87	7088	\$43.22	10154	\$36.57
361-380	\$76.47	1665	\$63.65	3164	\$50.35	7019	\$44.17	10194	\$37.52

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